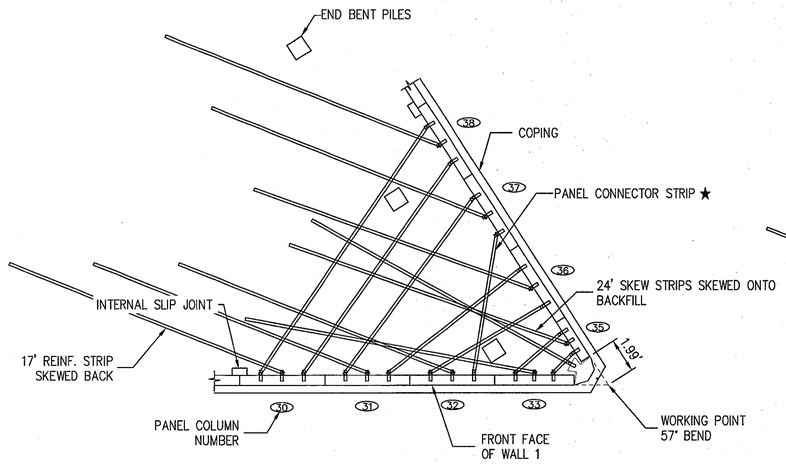
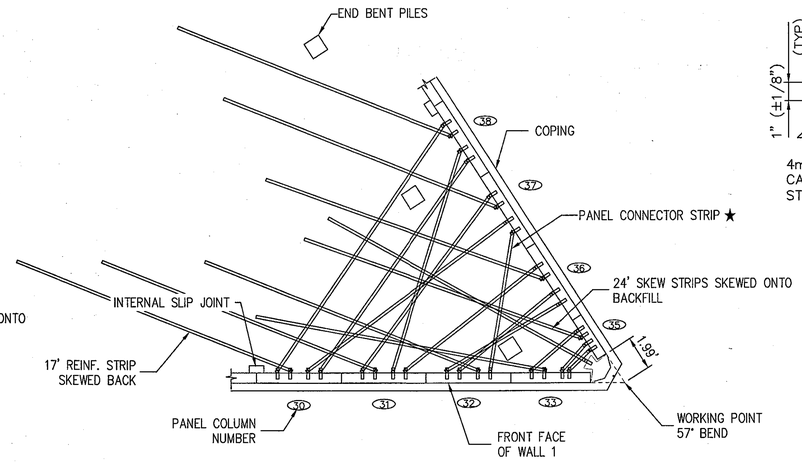
State	Project Number	Sheet No.	Total Sheets
GA	BR000-0004-00(729)	___	___



3 TIE STRIPS PER ROW – ACUTE CORNER – BRIDGE NO. 1, END BENT NO. 1 –WALL 1 BELOW ABUTMENT SEAT

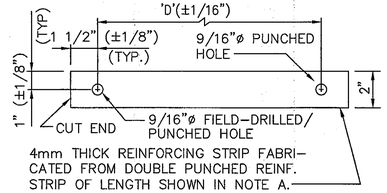
SCALE : 1/4" = 1'



4 TIE STRIPS PER ROW – ACUTE CORNER – BRIDGE NO. 1, END BENT NO. 1 –WALL 1 BELOW ABUTMENT SEAT

SCALE : 1/4" = 1'

★ PANEL CONNECTOR STRIPS SHALL BE FIELD FABRICATED FROM 24' DOUBLE–PUNCHED RIPLESS STRIP. REFER TO NOTE "A".

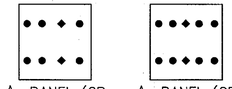


4mm THICK REINFORCING STRIP FABRICATED FROM DOUBLE PUNCHED REINF. STRIP OF LENGTH SHOWN IN NOTE A.

'A'–VARIABLE LENGTH REINF. STRIP DETAIL

NOTE "A":

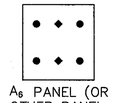
1. THE VARIABLE LENGTH REINFORCING STRIPS SHALL BE CUT FROM 24' LONG DOUBLE PUNCHED RIBLESS REINFORCING STRIPS WITH LENGTH AS SHOWN IN PARTIAL PLANS EACH OF THESE REINFORCING STRIPS ARE INTENDED TO BE USED FOR FABRICATING ONE SHORT STRIP AND ONE LONG STRIP.
2. TO FABRICATE REINFORCING STRIP, MEASURE DISTANCE 'D' BETWEEN CENTERS OF OPPOSING TIE STRIP HOLES. CUT THE DOUBLE PUNCHED REINFORCING STRIP AND DRILL/PUNCH A 9/16" BOLT HOLE AS SHOWN IN THE STRIP DET.'A' AT RIGHT. SPRAY GALVANIZE CUT END, DRILLED/PUNCHED HOLE, AND ANY DAMAGED AREAS.
3. STRIP PLACEMENT SEQUENCE IS SHOWN IN SCHEMATIC DIAGRAM 'B' AT RIGHT. REPEAT THE FABRICATING SEQUENCE DESCRIBED AT RIGHT IN NOTE No.2.
4. ALL REINF. STRIPS SHALL LAY FLAT ON BACKFILL WITH NO BULGING CAUSED BY STRIP BEING FABRICATED TOO LONG.



A_8 PANEL (OR OTHER PANEL WITH 2 ROWS OF TIE STRIPS)

A_{10} PANEL (OR OTHER PANEL WITH 2 ROWS OF TIE STRIPS)

- REINF. STRIPS CONNECTED TO OUTER PANEL TIE STRIPS, TO BE CONNECTED TO OPPOSITE TIE STRIPS IN CONC. PANELS.
- ◆ REINF. STRIPS CONNECTED TO INNER TIE STRIPS, TO BE SKEWED INTO BACKFILL AS SHOWN IN PARTIAL PLAN.

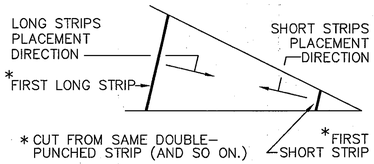


A_6 PANEL (OR OTHER PANEL WITH 2 ROWS OF TIE STRIPS)

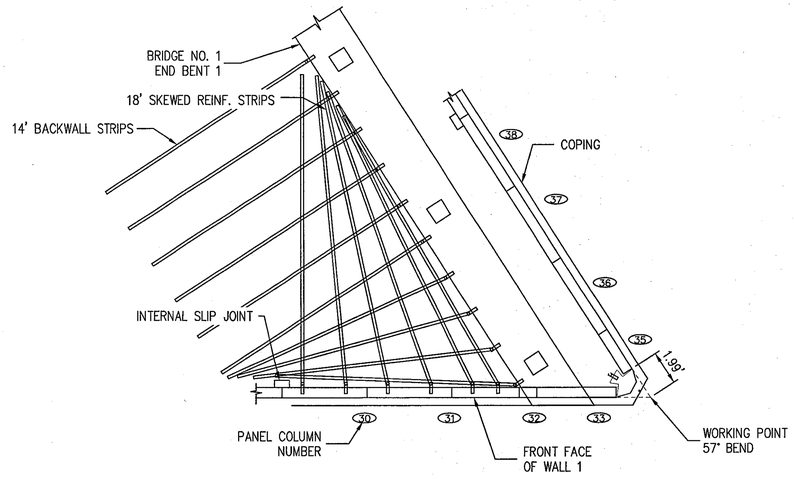
B_3 PANEL (OR OTHER PANEL WITH 1 ROW OF TIE STRIPS)

COMPACTION REQUIREMENTS WITHIN CONFINED AREAS

1. BACKFILL SHALL BE PLACED IN SUCH A MANNER AS TO AVOID ANY DAMAGE OR DISTURBANCE TO THE WALL MATERIALS OR MISALIGNMENT OF THE FACING PANELS.
2. LIGHT HAND–OPERATED COMPACTORS ARE REQUIRED FOR THIS ZONE.
3. THE MINIMUM NUMBER OF PASSES OF THE COMPACTION EQUIPMENT REQUIRED TO ACHIEVE THE MINIMUM COMPACTION (90% OF MAXIMUM DRY DENSITY BASED ON ASTM 1557) SHALL BE DETERMINED PRIOR TO CONSTRUCTION USING A TEST SECTION. THE TEST SECTION SHALL BE REPEATED IF BACKFILL MATERIAL CHANGES.
4. MAXIMUM LOOSE LIFT THICKNESS PRIOR TO COMPACTION EQUALS 6" OR LESS AS DETERMINED BY THE TEST SECTION.
5. AT CORNERS WHICH ARE NOT ACCESSIBLE TO HAND–OPERATED COMPACTORS, BACKFILL MATERIALS SHALL BE CAREFULLY PLACED BY SHOVELS IN THIN LIFTS NOT EXCEEDING 6 INCHES, AND THEN RODDED OR TAMPED TO ENSURE THAT THERE ARE NO LOOSE POCKETS.

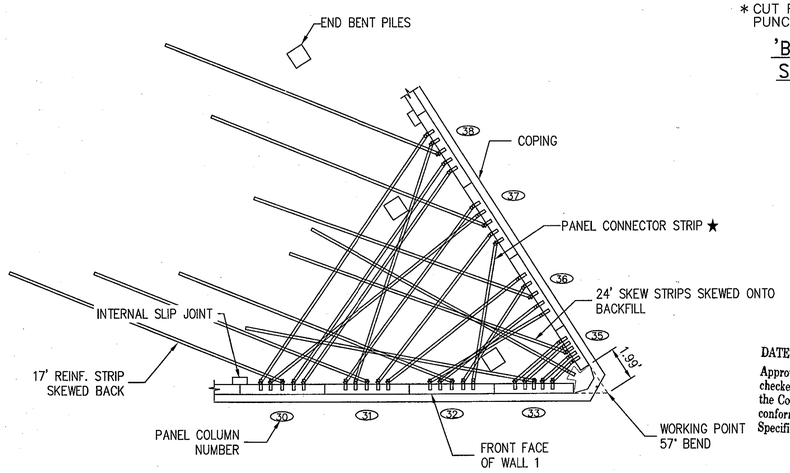


'B'–VARIABLE LENGTH REINF. STRIP PLACEMENT DIAGRAM



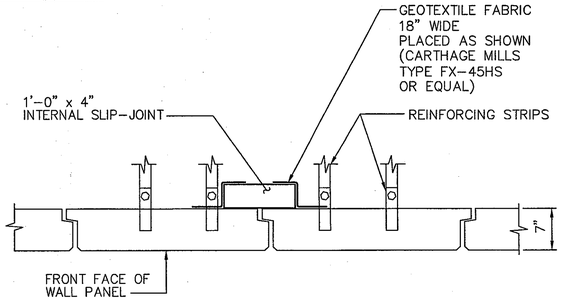
ACUTE CORNER – BRIDGE NO. 1, END BENT NO. 1 –WALL 1 ABOVE ABUTMENT SEAT

SCALE : 1/4" = 1'



5 TIE STRIPS PER ROW – ACUTE CORNER – BRIDGE NO. 1, END BENT NO. 1 –WALL 1 BELOW ABUTMENT SEAT

SCALE : 1/4" = 1'



INTERNAL SLIP–JOINT DETAIL

SCALE: 1" = 1'– 0"

DATE: SEP 17 2013

Approved in general. Details not checked. This approval shall not relieve the Contractor of any responsibility for conformity with the contract Plans and Specifications.

Georgia DOT
Office of Bridge Design
By:

FINAL FOR REVIEW
5/16/13

PROJECT STATUS

REINFORCED EARTH®
25 Technology Parkway South, Suite 100, Norcross, GA 30092, (770) 242-9415

GEORGIA REGISTERED No. 10711 PROFESSIONAL ENGINEER FRANK W. FORDHAM

WALL SHEET OF

REVISIONS	BY	DATE
PE STAMP	SLM	8/19/13

GEORGIA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION – BRIDGE DESIGN

BROWN AVE. OVER NORFOLK SOUTHERN RR
MUSCOGEE COUNTY

REINFORCED EARTH RETAINING WALL

ACUTE CORNER DETAILS FOR WALL 1

DESIGNED	SLM	TRACED		REVIEWED	
DRAWN	SLM	CHECKED	FWF	APPROVED	FWF